SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

29

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Sunday, August 28, 1921, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

FROM SAN FRANCISCO—GERBER SUBDIVISION

Time Table No. 29

August 28, 1921.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS			FIRST CLASS							
	236	238	222	12	14	18	16	54	Distance from San Francisco Via Marysville		
	Way Freight	Way Freight	Portland Fast Freight	The Shasta	Portland Express	Dunsmuir Passenger	Oregon Express	Oregonian			
	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
Term. Yd. WFYOP	8.00AM		**3.00**AM	10.30PM	7.05PM	3.50PM	6.05AM	5.35AM	213.8	Automatic Block	DNR **GERBER** 2.0
P				10.36	7.11	f 3.57	f 6.12	5.41	215.8		† PROBERTA 3.1
58W 47E P	8.20		3.20	10.42	7.17	f 4.05	6.19	5.47	218.9		RAWSON 4.5
63-57 WP	**9.50**		3.40	10.49	s 7.29	s 4.15	s 6.30	5.54	223.4		DN **RED BLUFF** 5.5
73 P	10.05		4.00	10.59	7.39	f 4.25	6.42	6.04	228.9		BLUNT 3.3
21									232.2		IVREA (Spur) 1.4
65 P	10.25		4.20	11.10	7.51	s 4.35	f 6.54	6.16	233.6		HOOKER 6.8
76 WP	**10.45**		4.40	11.20	s 8.04	s 4.52	s 7.09	6.29	240.4		DN COTTONWOOD 3.8
76	11.00		4.50	11.26	8.11	f 4.58	7.15	6.35	244.2		CULP 2.9
46 P	**11.40**AM		5.15	11.31	s **8.27**	s 5.05	s 7.23	6.40	247.1		D **ANDERSON** 2.1
22						f			249.2		ANDERSON BRICK YARD 4.3
66 P	12.30PM		5.35	11.41	8.39	f 5.16	f **7.34**	6.50	253.5		GIRVAN 4.7
65 WP	1.00PM	8.45AM	6.00	11.51PM	s 8.48	s 5.28	s 7.44	**6.59**	258.2		DN **REDDING** 2.8
18						f	f		261.0		MIDDLE CREEK (Spur) 2.9
67 P		9.15	**6.30**	12.02AM	f 9.03	s 5.40	s **8.15**	7.09	263.9		D **KESWICK** 2.0
18						f	f		265.9		CENTRAL MINE 1.3
38						f			267.2		MATHESON 0.8
52 WP		9.40	**7.23**	12.14	9.13	f **5.49**	f 8.25	**7.23**	268.0		MOTION 3.0
84 OP		10.00	**7.56**	12.24	f 9.23	f 5.59	f 8.34	7.30	271.0		**CORAM** 4.7
63 OP		**10.25**	8.15	**12.38**	s 9.35	s 6.13	s 8.47	**7.45**	275.7		DN **KENNET** 2.6
60 P		11.00	8.25	12.44	9.42	s 6.20	s 8.55	7.55	278.3		D **PITT** 1.9
86 YWPF		11.20AM	**9.01**	12.50	9.49	f 6.27	f **9.01**	8.01	280.2		MORLEY 3.6
31 P		**12.04**PM	9.15	12 59	9.59	f **6.43**	9.10	8.11	283.8		ELMORE 3.8
86		12.25	**9.48**	1.09	10.09	f 6.55	9.20	8.22	287.6		POLLOCK 2.9
4						f	f		290.5		ANTLER (Spur) 0.6
59 P		12.45	10.10	1.18	10.17	f 7.05	**9.34**	8.33	291.1		SMITHSON 5.6
66 WP		1.20	10.40	1.35	s 10.39	s 7.20	s 9.53	8.55	296.7		DN DELTA 3.5
39 P		**2.00**	**11.18**	1.44	f 10.48	s 7.33	s 10.04	**9.10**	300.2		D LAMOINE 3.8
74 P		2.25	11.40AM	**1.54**	**11.08**	f 7.45	f 10.15	9.23	304.0		GIBSON 5.4
73 WP		3.00	12.10PM	2.11	f 11.28	f 8.03	f 10.32	9.45	309.4		N SIMS 2.4
						f	f		311.8		FLUME (Spur) 1.3
65		3.20	12.25	2.20	11.38	f 8.15	f **10.45**	9.55	313.1		CONANT 2.2
59 P		3.45	**12.45**	2.26	f 11.45	s 8.28	s 10.55	10.05	315.3		DN CASTELLA 0.8
34									316.1		DIRIGO 0.3
2						f	f		316.4		CASTLE ROCK (Spur) 1.9
39 P		4.10	1.05	2.34	11.58PM	f 8.40	f 11.08	**10.20**	318.3		CASTLE CRAG 2.1
45 P		4.25	1.20	2.40	**12.04**AM	f 8.47	11.14	10.25	320.4		NUTGLADE 1.7
Term. Yd. WFTP		4.40PM	1.35PM	s 2.45AM	s 12.10AM	s 8.55PM	s 11.20AM	s 10.30AM	322.1		DNR **DUNSMUIR**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(108.3)
	(5.00)	(7.55)	(10.35)	(4.15)	(5.05)	(5.05)	(5.15)	(4.55)			……………………Time over District.
	8.88	7.98	10.22	25.48	21.30	21.30	20.63	22.03			……………………Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

†Time at Proberta applies at Passenger Station and not at Siding.

ADDITIONAL STOPS ON SIGNAL.—No. 18 at Draper, M. P. 238.3; Etter. 281.0; Scholes. 295.0; Eagle Point, 302.8; Fisher, 306.0; Chromite, 307.3 and Sweetbriar, 314.8.

GERBER SUBDIVISION—TOWARD SAN FRANCISCO.

Automatic Block

Time Table No. 29 August 28, 1921.		Distance from Dunsmuir	FIRST CLASS					SECOND CLASS		
			15 California Express	27 Sacramento Passenger	11 The Shasta	13 San Francisco Express	53 Oregonian	235 Way Freight	237 Way Freight	221 Portland Fast Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily
DNR	**GERBER** 2.0	108.3	s 10.20AM	s 1.20PM	s 2.45PM	s 10.15PM	s **3.00AM**	1.45PM		10.30AM
†	PROBERTA 3.1	106.3	10.08	f 1.05	2.35	9.59	2.48			
	RAWSON 4.5	103.2	10.00	f 12.55	2.28	9.48	2.40	1.15		10.10
DN	**RED BLUFF** 5.5	98.7	s **9.50**	s **12.45**	2.20	s 9.35	2.31	**12.45PM**		**9.50**
	BLUNT 3.3	93.2	9.35	f 12.25	2.09	9.18	2.18	11.30AM		9.15
	IVREA (Spur) 1.4	89.9								
	HOOKER 6.8	88.5	9.23	f 12.13PM	2.00	9.03	2.07	11.10		8.55
DN	COTTONWOOD 3.8	81.7	s 9.05	s 11.58AM	1.49	s 8.42	1.55	**10.45**		8.25
	CULP 2.9	77.9	8.57	f 11.48	1.42	8.34	1.48	10.15		8.05
D	**ANDERSON** 2.1	75.0	s 8.52	s **11.40**	1.39	s **8.27**	1.43	10.00		7.55
	ANDERSON BRICK YARD 4.3	72.9		f						
	GIRVAN 4.7	68.6	8.40	f 11.25	1.25	f 8.15	1.32	9.25		**7.34**
DN	**REDDING** 2.8	63.9	s 8.30	s 11.15	1.17	s 8.05	1.23	9.00AM	7.30PM	**6.59**
	MIDDLE CREEK (Spur) 2.9	61.1		f						
D	**KESWICK** 2.0	58.2	s **8.15**	s 10.59	1.02	s 7.50	1.08		6.45	**6.30**
	CENTRAL MINE 1.3	56.2		f						
	MATHESON 0.8	54.9		f						
	MOTION 3.0	54.1	8.05	f 10.47	12.51	7.36	12.58		**5.49**	6.05
	CORAM 4.7	51.1	f **7.56**	f 10.37	12.41	f 7.26	12.50		5.25	5.35
DN	**KENNET** 2.6	46.4	s **7.45**	s **10.25**	12.28	s 7.13	**12.38**		5.00	5.10
D	**PITT** 1.9	43.8	s 7.33	f 10.15	12.20	f 7.01	12.26		4.40	4.50
	MORLEY 3.6	41.9	7.25	f 10.07	12.14	f 6.53	12.21		4.25	4.30
	ELMORE 3.8	38.3	7.15	f 9.58	**12.04PM**	**6.43**	12.12		3.55	4.10
	POLLOCK 2.9	34.5	7.02	f **9.48**	11.53AM	6.33	12.01AM		3.35	3.50
	ANTLER (Spur) 0.6	31.6		f		f				
	SMITHSON 5.6	31.0	6.53	f **9.34**	11.42	6.23	11.50PM		3.15	3.25
DN	DELTA 3.5	25.4	s 6.38	s 9.20	11.28	s 6.07	11.33		2.50	2.55
D	LAMOINE 3.8	21.9	s 6.26	s **9.10**	**11.18**	s 5.53	11.23		**2.00**	2.30
	GIBSON 5.4	18.1	6.15	f 8.55	11.08	f 5.40	**11.08**		1.45	**1.54**
N	SIMS 2.4	12.7	5.59	f 8.40	10.55	f 5.27	10.53		1.20	1.20
	FLUME (Spur) 1.3	10.3		f						
	CONANT 2.2	9.0	5.48	f 8.32	**10.45**	f 5.15	10.42		1.00	12.50
DN	CASTELLA 0.8	6.8	f 5.41	s 8.25	10.32	s 5.07	10.35		**12.45PM**	12.35
	DIRIGO 0.3	6.0								
	CASTLE ROCK (Spur) 1.9	5.7		f		f				
	CASTLE CRAG 2.1	3.8	5.31	f 8.15	**10.20**	f 4.55	10.26		11.50AM	12.15
	NUTGLADE 1.7	1.7	5.25	f 8.10	10.15	4.50	10.20		11.40	**12.04AM**
DNR	**DUNSMUIR**	0.0	5.20AM	8.05AM	10.10AM	4.45PM	10.15PM		11.30AM	11.45PM
	(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	**Leave Daily**	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily
	Time over District		(5.00)	(5.15)	(4.35)	(5.30)	(4.45)	(4.45)	(8.00)	(10.45)
	Average speed per hour		21.66	20.62	23.66	19.69	22.82	9.34	7.99	10.65

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

†Time at Proberta applies at Passenger Station and not at siding.

ADDITIONAL STOPS ON SIGNAL: No. 27 at Sweetbriar, M. P. 314.8; Chromite, 307.3; Fisher, 306.0; Eagle Point, 302.8; Scholes, 295.0; Etter, 281.0; and Draper, 239.8.

Eastward. FROM SAN FRANCISCO—DUNSMUIR SUBDIVISION—TOWARD SAN FRANCISCO Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water Turning Stations and Telephone.	SECOND CLASS			FIRST CLASS				Distance from San Francisco Via Marysville		Time Table No. 29 August 28, 1921.	Distance from Ashland	FIRST CLASS				SECOND CLASS		
	226	222	230	16	54	12	14					11	13	53	15	229	221	225
	Way Freight	Portland Fast Freight	Way Freight	Oregon Express	Oregonian	The Shasta	Portland Express					The Shasta	San Francisco Express	Oregonian	California Express	Way Freight	Portland Fast Freight	Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday
Term. Yd. WFTP		**4.25PM**	6.10AM	11.40AM	10.45AM	2.55AM	12.25AM	322.1	Automatic Block	DNR **DUNSMUIR** 3.3	107.0	s 10.00AM	s **4.25PM**	s 10.00PM	s 5.05AM	1.45PM	8.00PM	
P				s 11.51 11.56AM	s 10.55 11.00		f 12.36	325.4		† SHASTA SPRINGS 0.7	103.7	9.50 s 9.45	4.12 s 4.07	9.47	f 4.54			
77 P		4.50	6.35	12.01PM	11.05	3.10	12.40	326.1		SMALL 1.5	103.0	9.43	4.05	9.45	4.51	1.15	7.40	
25 P		5.05	6.45	f 12.07	11.11	3.15	12.46	327.6		CANTARA 3.8	101.5	9.39	f 3.58	9.39	4.45	1.05	7.30	
64 P		5.25	7.10	f 12.23	11.26	3.27	1.02	331.4		MOTT 2.1	97.7	9.27	f 3.41	9.25	4.33	12.45	7.10	
62		5.35	7.20	f **12.31**	11.32	3.34	1.08	333.5		AZALEA 1.6	95.6	9.21	f 3.33	9.18	4.26	**12.31PM**	6.55	
								335.1		PIONEER (Spur) 0.3	94.0							
								335.4		BARNARD (Spur) 1.3	93.7							
118 YWP		5.55	8.05	s 12.50	**11.41**	3.45	s 1.25	336.7		DN **SISSON** 2.4	92.4	9.14	s 3.25	9.11	s 4.14	**11.41AM**	6.40	
33 P		6.05	8.20	f 12.57	11.47	3.52	1.32	339.1		UPTON 3.2	90.0	9.08	f 3.12	9.04	4.07	10.55	6.30	
55 YP		**6.20**	**9.00**	f 1.08	11.57AM	**4.00**	1.42	342.3		DN DEETZ 3.5	86.8	**9.00**	f 3.04	8.57	**4.00**	10.40	**6.20**	
57 P		6.35	9.15	f 1.17	12.05PM	4.10	1.50	345.8		IGERNA 2.6	83.3	8.49	f 2.54	8.47	3.45	10.15	5.55	
59 77 WFYOP		7.00	**9.35**	s 1.35	12.15	4.18	s 2.00	348.4		DN **WEED** 5.0	80.7	8.42	s 2.24	8.40	s 3.34	**9.35**	5.45	
53 WTP		7.20	11.10	s 1.50	12.28	4.32	f 2.14	353.4		DN EDGEWOOD 3.7	75.7	8.25	s 2.09	8.25	s 3.20	8.45	5.20	
77		7.35	11.25	**1.58**	12.37	4.40	2.23	357.1		METCALF 3.9	72.0	**8.18**	**1.58**	8.14	3.06	**8.18**	4.50	
75 P		**8.05**	11.50AM	s 2.05	12.44	4.48	f 2.30	361.0		D GAZELLE 8.1	68.1	8.11	s 1.45	**8.05**	s 2.59	7.50	4.40	
74 P		8.30	12.20PM	s 2.20	12.59	5.01	f **2.45**	369.1		D GRENADA 6.4	60.0	7.57	s 1.30	7.50	s **2.45**	7.25	4.15	
70 WP	4.30PM	8.50	12.40PM	s 2.40	**1.15**	5.12	s 3.00	375.5		DN **MONTAGUE** 5.2	53.6	7.45	s **1.15**	7.38	s 2.31	7.00AM	3.55	4.20AM
71 YP	4.50	9.10		f 2.55	1.30	5.22	3.10	380.7		SNOWDON 5.5	48.4	7.36	f 12.57	7.27	2.21		3.35	3.55
57 P	5.20	9.30		s **3.08**	1.43	5.37	f **3.21**	386.2		AGER 2.2	42.9	7.21	f 12.39	7.09	2.07		**3.08**	**3.21**
24 P	5.35	9.45		f 3.15	1.50	5.46	3.27	388.4		THRALL 2.1	40.7	7.13	f 12.30	7.02	2.00		2.35	3.00
45	5.45	10.00		f 3.22	1.57	5.52	3.33	390.5		KLAMATHON 2.6	38.6	7.07	f 12.22	6.56	1.54		2.20	2.50
Term. Yd. WFTP	**6.50**	11.10		s 3.40	**2.05** s 2.15	6.12	s 3.43	393.1	Automatic Block	DNR **HORNBROOK** 2.5	36.0	s 7.01	s 12.15PM	s **6.50**	s 1.48		**2.05**	2.35
73	7.05	11.25		f 3.49	2.24	6.22	3.53	395.6		PILOT 1.9	33.5	6.49	f 11.59AM	6.36	1.35		12.40	1.50
72 P	7.15	11.40PM		f 3.57	2.32	**6.42**	4.04	397.5		ZULEKA 4.3	31.6	**6.42**	f 11.53	6.29	1.29		12.30	1.40
54 P	8.00	**12.10AM**		s 4.14	2.49	6.53	s 4.17	401.8		DN HILT 1.0	27.3	6.30	s 11.41	6.16	s **1.17**		12.07	**1.17** **12.10AM**
22	8.05	12.15		f 4.17	2.52	6.56	4.20	402.8		COLE 0.8	26.3	6.27	f 11.35	6.13	1.12		12.04	11.45PM
78 WP	8.15	12.20		4.20	2.55	6.58	4.22	403.6		ORCAL 3.8	25.5	6.25	11.33	6.10	1.09		12.01PM	11.40
62 P	8.40	**12.59**		4.37	3.11	7.09	4.34	407.4		GREGORY 2.6	21.7	6.14	11.24	6.01	**12.59**		11.45AM	11.20
73 P	8.55	1.15		4.49	3.24	7.16	4.45	410.0	Automatic Block	WHITE POINT 2.2	19.1	6.07	**11.17**	5.54	12.51		**11.17**	11.00
69 TP	9.20	1.40		s 5.00	3.35	7.25	s 4.57	412.2		DN SISKIYOU 1.9	16.9	6.00	s 11.10	5.47	s 12.44		10.55	10.45
65 P	9.28	1.50		5.08	3.42	7.32	5.04	414.1		VIADUCT 1.5	15,0	5.48	f 11.00	5.37	12.34		10.35	10.15
28 P	9.35	2.05		5.15	3.49	7.39	5.10	415.6		WALL CREEK 1.3	13.5	5.42	10.52	5.30	12.27		10.25	10.05
75 P	**9.55**	2.15		**5.24**	3.55	7.45	5.16	416.9		FOLIAGE 2.4	12.2	5.36	f 10.46	**5.24**	12.22		10.15	**9.55**
60 WP	10.20	2.50		s 5.40	4.06	7.56	s **5.29**	419.3		DN STEINMAN 3.6	9.8	**5.29**	f 10.37	5.15	f 12.13		10.00	9.40
50 P	10.45	3.10		f 5.52	4.17	8.04	f 5.42	422.9		MISTLETOE 2.6	6.2	5.16	f 10.22	5.00	12.02AM		9.30	9.00
54 P	11.00	3.25		6.02	4.27	8.14	f 5.52	425.5		CLAWSON 3.6	3.6	5.08	f 10.13	4.50	11.53PM		9.10	8.45
Term. Yd. WFTOP	11.20PM	3.45AM		s 6.15PM	s **4.40PM**	s 8.25AM	s 6.10AM	429.1		DNR **ASHLAND**	0.0	5.00AM	10.05AM	**4.40PM**	11.45PM		8.55AM	8.30PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday
	(6.50)	(11.20)	(6.30)	(6.35)	(5.55)	(5.30)	(5.45)			Time over District		(5.00)	(6.20)	(5.20)	(5.20)	(6.45)	(11.05)	(7.50)
	7.84	9.44	8.21	16.25	18.08	19.45	18.60			Average speed per hour		21.04	16.89	20.06	20.06	7.91	9.65	6.90

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

ADDITIONAL STOPS ON SIGNAL: Nos. 13 and 16 Upper Soda Springs 323.1, Shasta Retreat 323.8, Section House Gregory 407. Nos. 13, 14 and 16 at Colestin 409.1.

†The time of Passenger trains at Shasta Springs is at the Mineral Spring and not at the Siding.

FROM SAN FRANCISCO—WEED SUBDIVISION—TOWARD SAN FRANCISCO

Eastward. Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone	SECOND CLASS 228 Way Freight	FIRST CLASS 40 Klamath Falls Passenger	Distance from San Francisco Via Marysville		Time Table No. 29 August 28, 1921. STATIONS	Distance from Klamath Falls	FIRST CLASS 39 Weed Passenger	SECOND CLASS 227 Way Freight
	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily Ex. Sunday
Term. Yd. WYPFO	7.00AM	2.50PM	348.4	DNR	**WEED** 3.3	85.8	s 1.15PM	5.25PM
11	7.15	f 3.00	351.7		EVANS (Spur) 2.2	82.5	f 1.00	5.10
29	7.30	f 3.08	353.9		GEAGAN 4.6	80.3	f 12.52	5.00
11	7.50	f 3.19	358.5		HOEY 2.1	75.7	f 12.39	4.40
36 P	8.10	f 3.25	360.6		DELANEY 5.3	73.6	f 12.33	4.25
30	8.50	**3.48**	365.9		MORRISON 0.6	68.3	12.15	**3.48**
Y		f	366.5		MORRISON WYE 2.7	67.2	f	
44 Y	9.05	f 3.58	369.2		PINELAND (Wye) 4.1	65.0	f 12.05PM	3.20
55 WP	9.25	f 4.15	373.3	D	GRASS LAKE 4.6	60.9	s 11.51AM	2.55
62	9.40	f 4.25	377.9		ERICKSON 1.5	56.3	f 11.40	2.15
54 YP	9.50	f 4.31	379.4		MURPHY (Wye) 2.6	54.8	s 11.36	2.05
64	10.00	f 4.37	382.0		PENOYAR 3.3	52.2	f 11.30	1.55
67 YP	10.25	f 4.44	385.3		LEAF (Wye) 1.3	48.9	f 11.23	1.40
68 WP	**11.20**	s 4.50	386.6	D	BRAY 4.2	47.6	s **11.20**	1.30
64	11.40	f 4.59	390.8		KEGG 4.0	43.4	f 11.06	1.05
63	11.55AM	f 5.07	394.8		JEROME 4.0	39.4	f 10.56	12.45
65 WP	**12.25PM**	s 5.17	398.8	D	MT. HEBRON 2.6	35.4	s 10.46	**12.25PM**
63 P	12.40	s 5.25	401.4	D	MACDOEL 1.6	32.8	s 10.39	11.30AM
63	12.48	f 5.29	403.0		SOMERSET 4.4	31.2	f 10.33	10.55
62	12.58	f 5.38	407.4		MAY 4.4	26.8	f 10.24	10.40
64 P	1.20	s 5.50	411.8	D	DORRIS 4.5	22.4	s **10.15**	**10.15**
63	1.36	f 6.02	416.3		CALOR 2.0	17.9	f 10.05	9.20
7		f	418.3		IVAN (Spur) 2.1	15.9	f	
64 W	1.51	s 6.10	420.4		WORDEN 2.8	13.8	s 9.52	8.55
62	2.02	f 6.16	423.2		ADY 3.6	11.0	f 9.45	8.40
70 P	2.20	s 6.26	426.8		MIDLAND 4.0	7.4	s 9.35	8.25
63	2.35	f 6.36	430.8		TEXUM 3.4	3.4	f 9.25	8.10
Term. Yd. WFYPO	2.50PM	s 6.50PM	434.2	DR	K. F. M. Ry. Crossing **KLAMATH FALLS** (85.8)	0	9.15AM	8.00AM
	Arrive Daily Ex. Sunday	Arrive Daily					Leave Daily	Leave Daily Ex. Sunday
	(7.50)	(4.00)			Time over District		(4.00)	(9.25)
	10.91	21.45			Average speed per hour		21.45	9.11

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Additional Stops on Signal; Nos. 39 and 40, Ester 383.8, Mt. Hebron water tank 398.0, and Setzer 432.2

Eastward. FROM SAN FRANCISCO—WEED SUBDIVISION—TOWARD SAN FRANCISCO Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS
	232 Way Freight	42 Kirk Passenger	Distance from San Francisco Via Marysville		Time Table No. 29 August 28, 1921. STATIONS	Distance from Kirk	41 Klamath Falls Passenger	231 Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Term. Yd. WFYPO	8.10AM	8.00AM	434.2	DR	**KLAMATH FALLS** 2.4	40.7	s 12.50PM	s 3.30PM
64	8.20	f 8.10	436.6		CHELSEA 2.1	38.3	f 12.40	3.05
68	8.35	f 8.20	438.7		WOCUS 4.3	36.2	f 12.31	2.50
64	9.00	s 8.35	443.0		ALGOMA 4.6	31.9	s 12.18	2.30
64	9.15	f 8.48	447.6		OUXY 3.5	27.3	f 12.02PM	1.40
		f 9.00	451.1		HARRIMAN LODGE (No Siding) 1.1	23.8	f 11.50AM	
64	9.35	s 9.05	452.2		MODOC POINT 4.3	22.7	f 11.45	1.20
69	9.50	f 9.20	456.5		LOBERT 4.9	18.4	f 11.30	1.00
64 WYP	10.15	s 9.40	461.4	D	CHILOQUIN 1.3	13.5	s 11.18	12.40
4		f	462.7		PINE RIDGE (Spur) 3.1	12.2	f	
66	10.30	f 9.55	465.8		MEVA 4.1	9.1	f 11.00	12.15
71	**10.48**	f 10.05	469.9		SPRAGUE 4.0	5.0	f **10.48**	12.01PM
10		f	473.9		MARTIN (Spur) 1.0	1.0	f	
71 YP	s 11.10AM	s 10.20AM	474.9	R	**KIRK**	0.0	10.35AM	11.45AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(40.7)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.00) 13.56	(2.20) 17.44			Time over District Average speed per hour		(2.15) 18.08	(3.45) 10.85

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 42 is superior to No. 41 and No. 232 is superior to No. 231.

Additional Stops on Signal; Nos. 41 and 42 at M. P. 446½.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND-CLASS TRAINS

portion of train.

16. When for a White Point or Foliage ten minutes, Azalea, Lamoine or Coram 5 minutes, and inspection is made at such points, it will not be necessary to make further stop for such purpose at next station, as above shown.

17. After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

PASSENGER TRAINS.

18. Rear end brake and air signal test must be made on all trains at Siskiyou, nbrook, Grass Lake, Deetz or Sisson, and at Edgewood on westward trains.

s 2-5 and follow by spelling each digit; thus "T-w-o-f-i-v-e;" pronounce rd "Engine" which may be abbreviated in the order as "Eng." pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;" pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l;" pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e-f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M." pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-6" followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and East" are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS

Rule 504 is amended as follows:

32. When a train is stopped by a block signal, it may proceed when the gnal indicates proceed.

ON SINGLE TRACK. Send a flagman in advance immediately, wait at least e minutes after the flagman has started, and then follow the flagman to the xt distant or home block signal, in proceed position, or if the next distant or me block signal in advance is in plain view and in proceed position and track ead is seen to be clear, proceed under control, not exceeding six miles per hour. agman need precede train only to a point where the track ahead is seen to be ear to the next distant or home block signal in proceed position, but train will t exceed six miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under ntrol, not exceeding six miles per hour, to the next distant or home block signal advance, except that a flagman must precede the train when view is obscured weather conditions, tunnels, or other obstructions.

33. Trainmen must not depend upon the block system to protect their trains.

34. Trains stopped by Signal 2134 west end and 2149 east end Gerber yard; gnal 3218 west end Dunsmuir yard, and Signals Nos. 3222 and 3223 governing ovement of trains between switches on the main track in Dunsmuir yard, will wait e minute and then proceed under control.

35. (a) Route blade on Signal 4112 west end Tunnel 13 is normally in stop posi-n and may be passed, providing top arm is in proceed position and train is to oceed through Siskiyou on main track.

When west switch siding Siskiyou is lined for siding and siding is not occu-ed between west switch and fouling point 60 feet west of cross-over switch, and ain track is not occupied between Signal 4112 and fouling point of cross-over to rntable track; top arm of Signal 4112 will indicate stop, and route blade will dicate proceed, permitting train to pass Signal 4112 and take siding, providing ghts or train orders do not require it to occupy main track.

35. (b) Westward trains holding main track at Siskiyou to meet eastward train d having switch open for train to enter siding, conductor of train holding main ack will arrange to protect entering train against light engines or other trains cupying siding, giving eastward train sufficient room to avoid having to stop gines in tunnel.

36. Overlap posts affecting eastward trains are located 1000 feet west of gnal 4104 at White Point; about the center of Viaduct siding and at fouling int of west switch Wall Creek. An eastward train holding main track at White int to meet an opposing train must not pass overlap post nor open east switch til train to be met has passed Signal 4119 located at east end of Tunnel 13.

Trains will be governed in the same manner at Viaduct with respect to gnal 4155 located at west end of Wall Creek; and at Foliage with respect to gnal 4165.

Overlap posts affecting westward trains are located at fouling point of west itch Wall Creek, and at distant Signal 2163 east of Proberta.

Westward train holding main track at Wall Creek to meet an opposing ain, must not pass overlap post nor open west switch until train to be met has ssed Signal 4144 located at east end of Viaduct.

Westward train having met with opposing train at Proberta must not pass erlap post at distant signal until opposing train has passed Signal 2148 at east itch Gerber.

(a) Signals between Sisson and Deetz display a light for day and night indica-ns and are lighted only when train approaches them or passes in the opposite rection. A dim light in such signals indicates that main light has burned out that signal needs attention otherwise and should be reported at once. The sence of any light in these signals must be regarded as a stop signal and trains ist flag the block as per Rule 504. A train occupying siding at Sisson, Upton Deetz and light is displayed in the outgoing light signal, indicates that block occupied and trains must not open switch or come out on main track, except der flag protection. This would not apply where a train to be met has just ssed. If light is obscured by reason of an accumulation of snow in signal hood, me must be removed to obtain light indication before proceeding.

37. Caution signals protecting facing point switches are located at the fol-ving stations. Be prepared to stop at switch when signal indicates caution:

est end Ager,
West end Thrall,
East end Klamathon,
West end Klamathon,
East end Cole,
West end Mistletoe,
West end Clawson,

Sidings protected by automatic home signals outside of continuous signal territory, are Hilt, Orcal and Gregory.

38. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office must be entered in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

Form 2191-B

TELEGRAM

Operator's Service

C. S.

Time Filed 915 A M

s

COPY

PREF SAN FRAN 12-8-21

JWF DUNSMUIR

Effective Monday Dec 12th continuing during life of current time table arrange to operate trains 41 and 42 between Klamath Falls and Kirk on Mondays, Wednesdays and Fridays, and between Klamath Falls and Chiloquin on Tuesdays, Thursdays and Saturdays. Ans, C 220

RLR

cc Mr.J.H.Dyer
Mr.F.L.Burckhalter
Mr.C.S.Fee
Mr.H.P.Thrall
Mr.T.O.Edwards.

HBB-o

Eastward.

FROM SAN FRANCISCO—WEED SUBDIVISION—TOWARD SAN FRANCISCO

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS				FIRST CLASS			
				232 Way Freight Leave Daily Ex. Sunday				42 Kirk Passenger
Term. Yd. WFYPO				8.10AM				
64				8.20				
68				8.35				
64				9.00				
64				9.15				
64				9.35				
69				9.50				
64 WYP				10.15				
4								
66				10.30				
71				10.48				
10								
71 YP				s 11.10AM				
				Arrive Daily Ex. Sunday				
				(3.00) 13.56				

Distance from San Francisco Via Marysville	Time Table No. 29 August 28, 1921.	Distance from Kirk	FIRST CLASS				SECOND CLASS			
			41 Klamath Falls Passenger				231 Way Freight			

Westward trains are superior to trains of the

Additional Stops on Signal; Nos. 41 and 42 at

Form 21

TELEGRAM

Operator's Service

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND-CLASS TRAINS

16. When for a … at White Point or Foliage ten minutes, Azalea, Lamoine or Coram 5 minutes, and inspection is made at such points, it will not be necessary to make further stop for such purpose at next station, as above shown.

17. After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

PASSENGER TRAINS.

18. Rear end brake and air signal test must be made on all trains at Siskiyou, nbrook, Grass Lake, Deetz or Sisson, and at Edgewood on westward trains, h make stop for any purpose. Weed—all branch trains.

Eastward passenger trains will make running test as outlined Rule 16, Rules Regulations Governing Care and Operation of Airbrake, before descending ydon Hill.

RETAINERS ON PASSENGER TRAINS DESCENDING GRADES WILL BE USED.

19. Accessible retainers to be used Black-Butte Summit to Edgewood.

20. From Siskiyou to Ashland: All retainers will be used except that ssible retainers will be turned down after passing Yard Limit Board, Ashland.

21. From Siskiyou to Cole water tank and before passing over Bailey Hill the water tank stop is made at Hornbrook except that retainers on head end must be used from Siskiyou to Hornbrook and if stop is made at Hilt, they ld be turned down momentarily.

22. From Azalea to East Switch at Dunsmuir accessible retainers to be used, pt that if stop is made at Shasta Springs or west, retainers may be released.

23. Fifteen-pound retainers which have been remodeled to hold ten pounds be distinguished by a small hole drilled through end of handle.

24. In operating retainers, they should be turned up commencing at head end, when turned down, commencing at rear end of train.

25. Freight trains will use all retainers descending grade between Ashland Hornbrook, Grass Lake and Mile Post 359½.

26. Sufficient retainers to control train will be used on descending grade be- n Edgewood and Dunsmuir, Dunsmuir and Delta, Snowdon and West Switch at brook, Kirk and Pine Ridge, Mile Post 359½ and Weed.

Eastward trains will make stop at Edgewood to permit brakemen to turn retainers and if stop is made between Thrall and Hornbrook or between n and Delta, retainers must be turned down.

FREIGHT TRAINS.

7. Rear end airbrake test must be made at Siskiyou, Hornbrook, Grass Lake, or Sisson. Weed—all branch trains.

8. Engines detached from train or for any reason brake pipe broken at any rear end plug test must be made.

9. Conductors will report to Superintendent by wire any failure to properly ol train by air brake and will hand to car inspector at first terminal, list ng tonnage of each car in train. Car Inspector will add to list the piston, of each car in train, as shown by test made before road engine is cut off; esult of three-minute tests of all retainers. The list then to be forwarded to intendent by mail.

19 FORM TRAIN ORDER FOR RESTRICTING TRAINS.

0. Within automatic block signal limits, between Gerber and Metcalf and Point and Steinman note under Rule 211 is modified as follows:

orm "19" train order may be issued to restrict the superiority of a train, that Form "31" must be used;

1) When orders are delivered at a non-telegraph or closed telegraph station. Rule 217.)

2) When necessary to restrict a train which has been cleared or the engine ch has passed train order signal: (See Rule 219.)

3) When issuing an order Form "G," Example 3.

) When giving any train right over all trains.

) When reducing a time order where necessary that Dispatcher have ure of superior trains before completing order to an inferior train.

hen a "19" order restricting superiority is issued at a station where ority is restricted, train must be stopped by operator before delivery of

Conductors' and Engineers' attention is called to the importance of ching at a moderate rate of speed telegraph offices where orders are to be d. Also to the necessity of carefully checking clearance to ascertain ely that clearance is properly addressed and that orders received are those for by clearance.

. Rule 251 is amended to read as follows:

sending and repeating train orders over the telephone or telegraphone the r in which train orders should be transmitted and repeated by telephone, llowing order should be sent as outlined:

cond No. 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra ast.

e order should appear as quoted above when ready for delivery.

e manner of sending or repeating the order is as follows:

rst pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d;" nce the word Number which will be abbreviated by "No." pronounce the s 2-5 and follow by spelling each digit; thus "T-w-o-f-i-v-e;" pronounce rd "Engine" which may be abbreviated in the order as "Eng." pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;" pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l;" pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e-f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M." pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-6" followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS

Rule 504 is amended as follows:

32. When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

ON SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

33. Trainmen must not depend upon the block system to protect their trains.

34. Trains stopped by Signal 2134 west end and 2149 east end Gerber yard; signal 3218 west end Dunsmuir yard, and Signals Nos. 3222 and 3223 governing movement of trains between switches on the main track in Dunsmuir yard, will wait one minute and then proceed under control.

35. (a) Route blade on Signal 4112 west end Tunnel 13 is normally in stop position and may be passed, providing top arm is in proceed position and train is to proceed through Siskiyou on main track.

When west switch siding Siskiyou is lined for siding and siding is not occupied between west switch and fouling point 60 feet west of cross-over switch, and main track is not occupied between Signal 4112 and fouling point of cross-over to turntable track; top arm of Signal 4112 will indicate stop, and route blade will indicate proceed, permitting train to pass Signal 4112 and take siding, providing rights or train orders do not require it to occupy main track.

35. (b) Westward trains holding main track at Siskiyou to meet eastward train and having switch open for train to enter siding, conductor of train holding main track will arrange to protect entering train against light engines or other trains occupying siding, giving eastward train sufficient room to avoid having to stop engines in tunnel.

36. Overlap posts affecting eastward trains are located 1000 feet west of signal 4104 at White Point; about the center of Viaduct siding and at fouling point of west switch Wall Creek. An eastward train holding main track at White Point to meet an opposing train must not pass overlap post nor open east switch until train to be met has passed Signal 4119 located at east end of Tunnel 13.

Trains will be governed in the same manner at Viaduct with respect to Signal 4155 located at west end of Wall Creek; and at Foliage with respect to Signal 4165.

Overlap posts affecting westward trains are located at fouling point of west switch Wall Creek, and at distant Signal 2163 east of Proberta.

Westward train holding main track at Wall Creek to meet an opposing train, must not pass overlap post nor open west switch until train to be met has passed Signal 4144 located at east end of Viaduct.

Westward train having met with opposing train at Proberta must not pass overlap post at distant signal until opposing train has passed Signal 2148 at east switch Gerber.

(a) Signals between Sisson and Deetz display a light for day and night indications and are lighted only when train approaches them or passes in the opposite direction. A dim light in such signals indicates that main light has burned out or that signal needs attention otherwise and should be reported at once. The absence of any light in these signals must be regarded as a stop signal and trains must flag the block as per Rule 504. A train occupying siding at Sisson, Upton or Deetz and light is displayed in the outgoing light signal, indicates that block is occupied and trains must not open switch or come out on main track, except under flag protection. This would not apply where a train to be met has just passed. If light is obscured by reason of an accumulation of snow in signal hood, same must be removed to obtain light indication before proceeding.

37. Caution signals protecting facing point switches are located at the following stations. Be prepared to stop at switch when signal indicates caution:

West end Ager,
West end Thrall,
East end Klamathon,
West end Klamathon,
East end Cole,
West end Mistletoe,
West end Clawson,

Sidings protected by automatic home signals outside of continuous signal territory, are Hilt, Orcal and Gregory.

38. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

Form 2171 C

TELEGRAM

Operator's Service

521-3

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office must be entered in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

Time Filed ________M

DUNSMUIR., NOV 23RD 1921. 9 AM.

48-58, DR. MS.

F.L.B.
G.F.R.
R.L.R.
O.F.G.
F.W.P.
T.A.G.
G.W.L.
C.S.F.
F.E.B.
H.P.T.
H.B.B.

SAN FRANCISCO.

EFFECTIVE WITH THE CLOSE OF BUSINESS NOVR. 23RD NOS 41 AND 42 WILL BE OPERATED AS A MIXED TRAIN BETWEEN KLAMATH FALLS AND KIRK AND EFFECTIVE SAME DATE NOS 231 AND 232 WILL BE ABOLISHED. NOS 41 AND 42 WILL HANDLE ALL LOCAL WORK BOTH FREIGHT AND PASSENGER BETWEEN KLAMATH FALLS AND KIRK DAILY EXCEPT SUNDAY.

D---SIX.

Eastward.

FROM SAN FRANCISCO—WEED SUBDIVISION—TOWARD SAN FRANCISCO

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS					FIRST CLASS			
					232 Way Freight				42 Kirk Passenger
					Leave Daily Ex. Sunday				
Term. Yd. WFYPO					8.10AM				
64					8.20				
68					8.35				
64					9.00				
64					9.15				
64					9.35				
69					9.50				
64 WYP					10.15				
4									
66					10.30				
71					10.48				
10									
71 YP					s 11.10AM				
					Arrive Daily Ex. Sunday				
					(3.00) 13.56				

Distance from San Francisco Via Marysville	Time Table No. 29 August 28, 1921.	Distance from Kirk	FIRST CLASS				SECOND CLASS			
			41 Klamath Falls Passenger				231 Way Freight			

Westward trains are superior to trains of the

Additional Stops on Signal; Nos. 41 and 42 at

Form 2101 C

TELEGRAM

Operator's Service

All messages must be written in ink or typewriter on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time. Initials of sending and

5?1-2

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND-CLASS TRAINS

521-3

TELEGRAM

Operator's Service

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office must be entered in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

Time Filed______M

DUNSMUIR, NOV 23RD 1921. 9 AM.

48-58. DR. MS. SAN FRANCISCO.

F.L.B.
G.F.R.
R.L.R.
O.F.G.
F.W.P.
T.A.G.
G.W.L.
C.S.F.
F.E.B.
H.P.T.
H.B.B.

EFFECTIVE WITH THE CLOSE OF BUSINESS NOVR. 23RD NOS 41 AND 42 WILL BE OPERATED AS A MIXED TRAIN BETWEEN KLAMATH FALLS AND KIRK AND EFFECTIVE SAME DATE NOS 231 AND 232 WILL BE ABOLISHED. NOS 41 AND 42 WILL HANDLE ALL LOCAL WORK BOTH FREIGHT AND PASSENGER BETWEEN KLAMATH FALLS AND KIRK DAILY EXCEPT SUNDAY.

D---SIX. J.W.F.

944 AM.

16. When for any reason a train has been delayed at White Point or Foliage ten minutes, Azalea, Lamoine or Coram 5 minutes, and inspection is made at such points, it will not be necessary to make further stop for such purpose at next station, as above shown.

17. After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

PASSENGER TRAINS.

18. Rear end brake and air signal test must be made on all trains at Siskiyou

the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;" pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l;" pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e-f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M." pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-6" followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS

Rule 504 is amended as follows:

32. When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

ON SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

33. Trainmen must not depend upon the block system to protect their trains.

34. Trains stopped by Signal 2134 west end and 2149 east end Gerber yard; Signal 3218 west end Dunsmuir yard, and Signals Nos. 3222 and 3223 governing movement of trains between switches on the main track in Dunsmuir yard, will wait one minute and then proceed under control.

35. (a) Route blade on Signal 4112 west end Tunnel 13 is normally in stop position and may be passed, providing top arm is in proceed position and train is to proceed through Siskiyou on main track.

When west switch siding Siskiyou is lined for siding and siding is not occupied between west switch and fouling point 60 feet west of cross-over switch, and main track is not occupied between Signal 4112 and fouling point of cross-over to turntable track; top arm of Signal 4112 will indicate stop, and route blade will indicate proceed, permitting train to pass Signal 4112 and take siding, providing rights or train orders do not require it to occupy main track.

35. (b) Westward trains holding main track at Siskiyou to meet eastward train and having switch open for train to enter siding, conductor of train holding main track will arrange to protect entering train against light engines or other trains occupying siding, giving eastward train sufficient room to avoid having to stop engines in tunnel.

36. Overlap posts affecting eastward trains are located 1000 feet west of Signal 41 at White Point; about the center of Viaduct siding and at fouling point of west switch Wall Creek. An eastward train holding main track at White Point to meet an opposing train must not pass overlap post nor open east switch until train to be met has passed Signal 4119 located at east end of Tunnel 13.

Trains will be governed in the same manner at Viaduct with respect to Signal 41 located at west end of Wall Creek; and at Foliage with respect to Signal 41.

Overlap posts affecting westward trains are located at fouling point of west switch Wall Creek, and at distant Signal 2163 east of Proberta.

Westward train holding main track at Wall Creek to meet an opposing train, must not pass overlap post nor open west switch until train to be met has passed Signal 4144 located at east end of Viaduct.

Westward train having met with opposing train at Proberta must not pass overlap post at distant signal until opposing train has passed Signal 2148 at east switch Gerber.

(a) Signals between Sisson and Deetz display a light for day and night indications and are lighted only when train approaches them or passes in the opposite direction. A dim light in such signals indicates that main light has burned out or that signal needs attention otherwise and should be reported at once. The absence of any light in these signals must be regarded as a stop signal and trains must flag the block as per Rule 504. A train occupying siding at Sisson, Upton or Deetz and light is displayed in the outgoing light signal, indicates that block is occupied and trains must not open switch or come out on main track, except under flag protection. This would not apply where a train to be met has just passed. If light is obscured by reason of an accumulation of snow in signal hood, same must be removed to obtain light indication before proceeding.

37. Caution signals protecting facing point switches are located at the following stations. Be prepared to stop at switch when signal indicates caution:

West end Klamathon, West end Mistletoe,
East end Cole, West end Clawson,
thon,

Sidings protected by automatic home signals outside of continuous signal territory, are Hilt, Oreal and Gregory.

38. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

Eastward. FROM SAN FRANCISCO—WEED SUBDIVISION—TOWARD SAN FRANCISCO Westward.

Time Table No. 29

August 28, 1921.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	SECOND CLASS					FIRST CLASS			
					232 Way Freight Leave Daily Ex. Sunday				42 Kirk Passenger
Term. Yd. WFYPO					8.10AM				
64					8.20				
68					8.35				
64					9.00				
64					9.15				
64					9.35				
69					9.50				
64 WYP					10.15				
4									
66					10.30				
71					10.48				
10									
71 YP					s 11.10AM				
					Arrive Daily Ex. Sunday				
					(3.00) 13.56				

Distance from San Francisco Via Marysville

Distance from Kirk

FIRST CLASS

41 Klamath Falls Passenger

SECOND CLASS

231

Westward trains are superior to trains of the

Additional Stops on Signal; Nos. 41 and 42 a

J. W. F.

944 AM.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND-CLASS TRAINS.

STANDARD CLOCKS.

Gerber
Redding
Dunsmuir (Train Dispatcher's Office)
Weed
Montague
Hornbrook
Ashland
Klamath Falls

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco, Calif.
H. T. HARGER, Traveling Inspector	Sacramento, Calif.
G. C. WILKINS	Red Bluff, Calif.
F. R. DOBROWSKY	Redding, Calif.
HUTAFF AND CARLQUIST	Dunsmuir, Calif.
F. M. UPP	Klamath Falls, Ore.
W. H. HODKINSON	Ashland, Ore.

BULLETIN BOARDS.

Gerber (Tel Ofs.)
Dunsmuir (Tel Ofs. and Club)
Weed (Tel. Ofs.)
Hornbrook (Tel Ofs.)
Ashland (Tel Ofs.)
Klamath Falls (Psgr. Ofs.)

CLEARANCES.

1. When delivering orders to a train operators will fill out clearance cards (Form 2643) designating numbers of all orders for such train and repeat train and order numbers as they appear on clearance card to Dispatcher, and obtain O. K. with time and Superintendent's initials, and place same on clearance card in blank space provided therefor, before delivery is made. Operators will retain carbon copy of all clearance cards issued. Conductors and enginemen must not accept clearance card without the O. K., time and Superintendent's initials, when order numbers are designated thereon. Clearance cards that are issued not to accompany orders do not require O. K. and Superintendent's initials. **Dispatchers must write train and order numbers in train order book as transmitted by operator from clearance card and must designate time clearance card was made O. K., not** transmitting O. K. unless operator repeats numbers of all orders to be delivered to **the train to which clearance card is addressed. In delivering train orders and clearance cards by hoop to trains at night operators will carry a white lantern to enable members of train crew to readily locate them.**

2. When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

3. Trains will obtain clearance card (Form 2643) at Hornbrook and Redding. Whistle will not be sounded for train order signal Redding.

4. Rule 83-A will not apply at initial stations which are not train order offices, nor at train order offices when there is no operator on duty.

REGISTERING STATIONS.

8. Weed (Dunsmuir Subdivision) registering station for extras originating or terminating.

9. Redding and Montague registering stations for trains originating and terminating.

10. Regular trains will register at Siskiyou for information of extra trains originating there. If signals taken down at Siskiyou conductors will arrange in writing with operator to notify opposing trains as per Rule 96.

11. At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

15. Passenger trains descending the grade will make a stop of four minutes at Steinman, and freight train descending the grade will make a stop as indicated below at the following stations, where trainmen will make a careful inspection of all cars in train:

Steinman	**10 mins.**	Delta	**5 mins.**	Weed or Edgewood	5 mins.
Gregory	**10 "**	Motion	5 "	Deetz	5 "
Mile Post 359½ (Weed Subdivision)	5 "			Mott	5 "

A freight train, when in the opinion of conductor wheels will permit, may be run to Orcal, instead of Gregory for inspection.

At points where trains stop and flagman is out protecting his train, swing brakeman or conductor will arrange to make running inspection of the rear portion of train.

16. When for any reason a train has been delayed at White Point or Foliage ten minutes, Azalea, Lamoine or Coram 5 minutes, and inspection is made at such points, it will not be necessary to make further stop for such purpose at next station, as above shown.

17. After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

PASSENGER TRAINS.

18. Rear end brake and air signal test must be made on all trains at Siskiyou, Hornbrook, Grass Lake, Deetz or Sisson, and at Edgewood on westward trains, which make stop for any purpose. Weed—all branch trains.

Eastward passenger trains will make running test as outlined Rule 16, Rules and Regulations Governing Care and Operation of Airbrake, before descending Snowdon Hill.

RETAINERS ON PASSENGER TRAINS DESCENDING GRADES WILL BE USED.

19. Accessible retainers to be used Black-Butte Summit to Edgewood.

20. From Siskiyou to Ashland: All retainers will be used except that accessible retainers will be turned down after passing Yard Limit Board, Ashland.

21. From Siskiyou to Cole water tank and before passing over Bailey Hill until the water tank stop is made at Hornbrook except that retainers on head end cars must be used from Siskiyou to Hornbrook and if stop is made at Hilt, they should be turned down momentarily.

22. From Azalea to East Switch at Dunsmuir accessible retainers to be used, except that if stop is made at Shasta Springs or west, retainers may be released.

23. Fifteen-pound retainers which have been remodeled to hold ten pounds can be distinguished by a small hole drilled through end of handle.

24. In operating retainers, they should be turned up commencing at head end, and when turned down, commencing at rear end of train.

25. Freight trains will use all retainers descending grade between Ashland and Hornbrook, Grass Lake and Mile Post 359½.

26. Sufficient retainers to control train will be used on descending grade between Edgewood and Dunsmuir, Dunsmuir and Delta, Snowdon and West Switch at Hornbrook, Kirk and Pine Ridge, Mile Post 359½ and Weed.

Eastward trains will make stop at Edgewood to permit brakemen to turn down retainers and if stop is made between Thrall and Hornbrook or between Gibson and Delta, retainers must be turned down.

FREIGHT TRAINS.

27. Rear end airbrake test must be made at Siskiyou, Hornbrook, Grass Lake, Deetz or Sisson. Weed—all branch trains.

28. Engines detached from train or for any reason brake pipe broken at any point, rear end plug test must be made.

29. Conductors will report to Superintendent by wire any failure to properly control train by air brake and will hand to car inspector at first terminal, list showing tonnage of each car in train. Car Inspector will add to list the piston, **travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute tests of all retainers. The list then to be forwarded to** Superintendent by mail.

19 FORM TRAIN ORDER FOR RESTRICTING TRAINS.

30. Within automatic block signal limits, between Gerber and Metcalf and White Point and Steinman note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used;

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal: (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that Dispatcher have signature of superior trains before completing order to an inferior train.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

31. Rule 251 is amended to read as follows:

In sending and repeating train orders over the telephone or telegraphone the manner in which train orders should be transmitted and repeated by telephone, the following order should be sent as outlined:

Second No. 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d;" pronounce the word Number which will be abbreviated by "No." pronounce the figurees 2-5 and follow by spelling each digit; thus "T-w-o-f-i-v-e;" pronounce the word "Engine" which may be abbreviated in the order as "Eng." pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;" pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l;" pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e-f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M." pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-6" followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS

Rule 504 is amended as follows:

32. When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

ON SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

33. Trainmen must not depend upon the block system to protect their trains.

34. Trains stopped by Signal 2134 west end and 2149 east end Gerber yard; signal 3218 west end Dunsmuir yard, and Signals Nos. 3222 and 3223 governing movement of trains between switches on the main track in Dunsmuir yard, will wait one minute and then proceed under control.

35. (a) Route blade on Signal 4112 west end Tunnel 13 is normally in stop position and may be passed, providing top arm is in proceed position and train is to proceed through Siskiyou on main track.

When west switch siding Siskiyou is lined for siding and siding is not occupied between west switch and fouling point 60 feet west of cross-over switch, and main track is not occupied between Signal 4112 and fouling point of cross-over to turntable track; top arm of Signal 4112 will indicate stop, and route blade will indicate proceed, permitting train to pass Signal 4112 and take siding, providing rights or train orders do not require it to occupy main track.

35. (b) Westward trains holding main track at Siskiyou to meet eastward train and having switch open for train to enter siding, conductor of train holding main track will arrange to protect entering train against light engines or other trains occupying siding, giving eastward train sufficient room to avoid having to stop engines in tunnel.

36. Overlap posts affecting eastward trains are located 1000 feet west of signal 4104 at White Point; about the center of Viaduct siding and at fouling point of west switch Wall Creek. An eastward train holding main track at White Point to meet an opposing train must not pass overlap post nor open east switch until train to be met has passed Signal 4119 located at east end of Tunnel 13.

Trains will be governed in the same manner at Viaduct with respect to Signal 4155 located at west end of Wall Creek; and at Foliage with respect to Signal 4165.

Overlap posts affecting westward trains are located at fouling point of west switch Wall Creek, and at distant Signal 2163 east of Proberta.

Westward train holding main track at Wall Creek to meet an opposing train, must not pass overlap post nor open west switch until train to be met has passed Signal 4144 located at east end of Viaduct.

Westward train having met with opposing train at Proberta must not pass overlap post at distant signal until opposing train has passed Signal 2148 at east switch Gerber.

(a) Signals between Sisson and Deetz display a light for day and night indications and are lighted only when train approaches them or passes in the opposite direction. A dim light in such signals indicates that main light has burned out or that signal needs attention otherwise and should be reported at once. The absence of any light in these signals must be regarded as a stop signal and trains must flag the block as per Rule 504. A train occupying siding at Sisson, Upton or Deetz and light is displayed in the outgoing light signal, indicates that block is occupied and trains must not open switch or come out on main track, except under flag protection. This would not apply where a train to be met has just passed. If light is obscured by reason of an accumulation of snow in signal hood, same must be removed to obtain light indication before proceeding.

37. Caution signals protecting facing point switches are located at the following stations. Be prepared to stop at switch when signal indicates caution:

West end Ager,
West end Thrall,
East end Klamathon,
West end Klamathon,
East end Cole,
West end Mistletoe,
West end Clawson,

Sidings protected by automatic home signals outside of continuous signal territory, are Hilt, Orcal and Gregory.

38. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(a) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(b) When a train which is to take siding at meeting or passing point, or is to enter terminal yard, finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a train man or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(c) When the number plate of a home block signal is reversed, showing ''yellow'', and signal indicates ''stop'', train may pass without stopping, but unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(d) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(e) That part of third paragraph of Rule 221-A reading ''but trainmen will re-light the signal,'' is cancelled.

(f) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(g) Within block signal limits that portion of Rules 86 and D-86 reading ''but must be clear at the time a first class train in the same direction is due to leave the next station in the rear where time is shown'' is cancelled.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3 20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

SPEED RESTRICTIONS.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook Pineland and Weed	20	10
Hornbrook and Snowdon Dunsmuir and Gazelle	25	15
Grass Lake and Pineland	25	12
Dunsmuir and one mile east of Middle Creek Klamath Falls and Kirk	25	15
One mile east of Middle Creek and Gerber Snowdon and Gazelle Grass Lake and Klamath Falls	30	25

40. Trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Gerber and one mile east of Middle Creek	50	30
One mile east of Middle Creek and Dunsmuir	28	18
Dunsmuir and Azalea	25	18
Azalea and Deetz	30	18
Deetz and Edgewood	25	18
Edgewood and Snowdon	50	30
Snowdon and Hornbrook	30	18
Hornbrook and Clawson, except Cole and Hilt	25	15
Cole and Hilt	30	20
Clawson and Ashland	30	18
Weed to Grass Lake	25	18
Grass Lake to one mile west Morrison and Delaney to Weed	30	18
One mile west Morrison to Delaney	25	15
Grass Lake and Klamath Falls	45	30
Klamath Falls and Kirk	30	25

41. Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 to 10 degrees, and 20 miles per hour around curves over 10 degrees.

42. Maximum speed of Mikado and Consolidation types of engines on passenger trains must not exceed 45 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour and 2-10-2 type not to exceed 40 miles per hour.

43. Trains when handling logs must not exceed 20 miles per hour at any point or six (6) miles per hour through tunnels or over bridges. Trains must stop and conductor know by inspection that loads of logs are safe before passing through tunnels or over bridges.

44. Maximum speed of Mallet type and yard engines 20 miles per hour.

45. By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the city limits of Redding.

46. Trains must not exceed speed of 8 miles per hour between outside switches of Red Bluff yard.

47. Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

48. Trains must not exceed 15 miles per hour over Big Canon Bridge.

49. Eastward trains will not exceed fifteen miles per hour over switch at Barnard. Westward trains will not exceed fifteen miles per hour over east switch at Elmore.

50. Trains must reduce speed in territory covered by slow boards, as indicated thereon.

51. No. 54 will reduce speed to ten (10) miles an hour between road crossing in front of Weed Lumber Company's store and road crossing just east of station at Weed.

52. Trains will not exceed speed of twenty (20) miles per hour over Fifth Crossing and thru Tunnel 7.

53. Yellow flags and lamps or slow boards will be placed one-half mile each side of structure or piece of track over which speed of trains must not exceed fifteen (15) miles per hour or rate of speed specified by Bulletins, Train Orders, or Slow Boards.

LOCATION OF OVERHEAD STRUCTURES

Main Line

M. P.	Between		Structure	Height	Crossing
258.5	Redding		St. Bridge	21′ 3″	S. P. Tracks
269.6	Motion	Coram	Tunnel No. 1	17′ 4½″	
276.6	Kennet	Pitt	Tunnel No. 2	17′ 5½″	
278.9	Pitt	Morley	Tunnel No. 3	18′ 2″	
285.7	Elmore	Antler	Tunnel No. 4	17′ 11″	
286.3	Elmore	Antler	Tunnel No. 5	17′ 2½″	
286.4	Elmore	Antler	Bridge No. 3	21′ 9¼″	Sacramento River
287.6	Pollock		H Way Bridge	22′10 13/16″	S. P. Tracks
288.9	Pollock	Antler	Tunnel No. 6	21′ 2″	
295.6	Smithson	Delta	Tunnel No. 7	18′ 2½″	
299.8	Delta	Lamoine	Tunnel No. 8	18′ 00″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 8⅝″	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21′ 9″	Sacramento River
305.3	Gibson	Sims	Bridge No. 8	21′ 9″	Sacramento River
305.4	Gibson	Sims	Tunnel No. 9	17′ 8″	
306.7	Gibson	Sims	Bridge No. 9	21′ 9″	Sacramento River
307.0	Gibson	Sims	Tunnel No. 10	18′ 1″	
308.6	Gibson	Sims	Bridge No. 10	21′ 9″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 9″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	21′ 10″	Sacramento River
310.4	Sims	Flume	Tunnel No. 11	18′ 1½″	
310.6	Sims	Flume	Bridge No. 13	21′ 9″	Sacramento River
315.8	Castella	Dirigo	Bridge No. 1	21′ 10″	Castle Creek
317.6	Castle Rock	Castle Crag	Bridge No. 14	21′ 9″	Sacramento River
317.8	Castle Rock	Castle Crag	Bridge No. 15	21′ 9″	Sacramento River
322.1	Dunsmuir		Foot Bridge	22′ 4″	S. P. Tracks
322.8	Dunsmuir	Upper Soda	H'way Bridge	31′ 9″	S. P. Tracks
325.0	Shasta Rtrt.	Shasta Springs	Bridge No. 16	21′ 00″	Sacramento River
327.2	Small	Cantara	Bridge No. 17	21′ 9″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12	19′ 00″	
344.0	Deetz	Igerna	H'way Bridge	22′ 4″	S. P. Tracks
390.9	Klamathon	Hornbrook	Bridge	21′ 8″	Klamath River
411.3	White Point	Siskiyou	Tunnel No. 13	18′ 00″	
414.6	Viaduct	Wall Creek	Tunnel No. 14	18′ 3″	
415.2	Viaduct	Wall Creek	Tunnel No. 15	18′ 6″	
417.1	Foliage	Steinman	H'way Bridge	22′ 00″	
419.0	Foliage	Steinman	H'way Bridge	23′ 00″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 4″	
427.3	Clawson	Ashland	H'way Bridge	22′ 00″	
	WEED SUB-DIVISION BRANCH				
412.5	Dorris	Calor	Tunnel No. 1	21′ 4″	
414.7	Dorris	Calor	Tunnel No. 2	21′ 4″	
431.8	Texum	Klamath Falls	H'way Bridge	21′ 11″	S. P. Tracks
437.9	Chelsea	Wocus	H'way Bridge	23′ 0″	S. P. Tracks
460.7	Lobert	Chiloquin	Bridge	21′ 10″	Sprague River

AVERAGE WEIGHT OF PASSENGER TRAIN CARS.

Kind of Car	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	
Baggage—(Dynamo)		101,000	
Baggage and Mail 60′		97,000	92,000
Baggage and Mail	75,000	122,000	
Baggage and Passenger	65,000		
Buffet		131,000	122,000
Buffet—(Dynamo)		146,000	
Business	108,000	179,000	136,000
Chair	84,000	98,000	
Coaches	75,000	95,000	
Dining	131,000	146,000	138,000
Express, Horse	79,000		
Express Refrs. (A.R.E.) Nos. 40 to 154			78,000
“ “ “ Nos. 155 to 224			89,000
“ “ “ Nos. 500 to 506			110,000
“ “ “ Nos. 1101 to 1175			85,000
“ “ (GN RR)	70,000		
“ “ (NP RR)	60,000		74,000
Observation	120,000	144 000	128,000
Postal 40′		72,000	
Postal 60′		111,000	
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142,000
Pullman Standard Sleepers	125,000	152,000	145 000
Pullman Tourist	94,000		133,000
Tea and Silk	48,000		

MICELLANEOUS.

65. Eastward trains arriving at Siskiyou, which have helper engines to cut off head end, will not detach such helper engines until road engine has recharged train. This to avoid slack running down and striking engine if cut off and moved a short distance ahead of road engine.

66. Helper engine coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water, and where head engines cannot handle forward portion of train without assistance of helper, latter must not be cut off until after forward portion of train has been shoved by tank.

67. Engines on freight trains of 20 cars or over must be cut off before taking water, except Mallet engines single header, and eastward trains handled by one engine may take water without cutting off at Red Bluff, Cottonwood, Motion, Delta, Sims, Cantara, Sisson, Grenada and westward trains at Grass Lake, and both eastward and westward trains at Redding, Mt. Hebron, Worden and Chiloquin, providing stop is made without use of automatic air.

Also with eastward two engine trains where pusher is cut back in train, leading engine may take water at Delta and Sims providing steam stop is made.

68. Leading engines and pusher engines must not be cut from head and rear portion of train at the same time at Steinman when taking water.

When leading engine is coupled to train, after taking water, engineer will place automatic brake valve on lap, then sound one long blast of the whistle. Pusher engine will then make 15-pound reduction of brake pipe pressure. Leading engineer noting the fall of brake pipe pressure will release brakes and after brake pipe has been charged, pusher engine will then be cut off. Trainmen will not cut off pusher engine until advised by pusher engineer that the brake pipe has been recharged.

This in no manner relieves trainmen from properly securing their train with hand brakes.

69. (a) Trains entering siding will do so under control. Responsibility for collision is placed with entering train.

(b) Mallet engines must not use siding Shasta Springs or Dirigo Industrial tracks.

70. When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

71. (a) On arrival at Siskiyou on westward trains, brakes must be set ahead of pusher engine before cutting off and on rear portion of train when backing down to cut out one of the pusher engines.

(b) On eastward trains, brakes to be set on head end to help engineer hold train while one of the pusher engines is being cut out and rear portion of train coupled up.

MISCELLANEOUS—Continued.

72. Westward first-class trains in making station stop at Steinman will stop with rear end west of the east switch. This so engine can be gotten to the rear of train in case of break-in-two starting.

73. When setting out loads at Barnard, do not exceed a speed of ten (10) miles per hour over switches. If cars cannot be placed in one cut without exceeding this speed arrange to make a double.

74. Howard, Ferry and North Streets, Anderson, must be protected by flagman while switching moves are being made over such crossings. Automatic flagmen do not protect switching moves made within overlap limits.

75. On account of fire hazard, outfit cars must not be left in front of warehouses, store houses or other buildings.

76. When leaving Automatic Block Signal territory which ends Metcalf, Hornbrook, Zuleka, White Point and Steinman, Red Fusee must be left at or near east switch Metcalf, Zuleka and Steinman and west switch White Point and Hornbrook.

77. Helper engines cutting out at Snowdon from westward train which holds a meet at Snowdon will leave red fusee at or near east switch when running ahead of train to be met.

78. When helper engines are in trains after a rear end test has been made, the leading engine will not attempt to start until the helper engine has whistled off. The helper engine will not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates seventy (70) pounds.

79. Should air brakes become inoperative from any cause, train must be immediately secured with hand brakes and neither engine nor cars shall be moved until brakes are made operative. Immediately advise Chief Train Dispatcher of the trouble and if enginemen cannot make repairs wait until you are furnished another engine. A train overtaking a train having a disabled air compressor must be properly secured with hand brakes. Engine will then be cut off and coupled to rear of the non-air train, brake pipe charged to standard pressure and air test made from front end of engine having defective air compressor. Disabled train with air brakes operative throughout will then be moved to nearest siding at a cautious rate of speed, not exceeding six miles per hour on descending grades, and sufficient hand brakes must be set to effectively control slack action. If brakes on engines with defective air compressor are inoperative, engineer will place reverse lever in opposite motion to which train is to be moved, and set hand brake on engine tender if moving in forward direction, before disabled train is moved. Engineers and conductors must have thorough understanding as to what is to be done and trainmen must be so stationed on the train as to be able to effectively pass signals.

80. Referring to Rules 11, 13 and 8 of Rules and Regulations governing care and operation of air brake and air signal, brake pipe leakage will be taken on all trains at all terminals.

81. At Ashland on account head and rear portion of freight trains made up on separate tracks, brake pipe leakage will be taken on rear portion of train by pusher engineer and on head portion of train by head engineer, prior to head and rear portions of train being coupled together.

82. When a train or a portion of a train takes the siding, it must not stop foul of the main track to allow the brakeman to get on after closing the switch, but must first pull into clear.

83. When necessary to occupy Iron Mountain Railroad Company's tracks at Keswick and McCloud River Railroad Company's tracks at Sisson, including the west leg of Wye at Sisson, it must be under protection of flag. Trackage arrangements with the McCloud River Railroad Company at Sisson prohibit this company's trains or engines using McCloud River Railroad Company's main track from clearance with interchange track east end of yard westward.

84. Engines on all except passenger trains, irrespective of number of cars in train, must be detached when taking oil at Morley.

Eastward freight trains, if conditions will permit, will stop at a point at least 10 car lengths west of oil column and engine be cut off for taking oil and water.

85. Red light will be removed from back of engine tank when engine is placed on designated track on arrival at terminals.

86. The steam heat will be shut off and valve opened on rear of train at station one mile board approaching terminals or any other points where engine is to be cut off from train.

87. In connection with the practice of stopping train with a light brake pipe reduction, the following rule will apply:

After train has been brought to a stop with light reduction, a further reduction, totalling 15 pounds, should be made and maximum reservoir pressure attained before attempt is made to release.

88. The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsmuir, Ashland, Hoey and Grass Lake: On ascending grade, when train has parted, close angle cocks at opening, then immediately set all hand brakes on detached portion, starting at rear and head end turning up retainers on all cars as hand brakes are being set. Air carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or necessary to leave rear portion standing, rear truck of detached portion will be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After train has been coupled, air must be applied from locomotive before hand brakes and retainers are released.

89. Occupied passenger equipment must not be handled without air being cut in and passenger equipment being handled in connection with occupied passenger equipment must not be cut off while moving.

90. LINK SWITCHES must be properly lined up after using.

Switches Nutglade must be lined for Track No. 3.

91. The tonnage of any train descending grade Siskiyou and Ashland, Siskiyou and Hornbrook, Grass Lake and Weed, must not exceed ninety M's per operative brake, and 120 M's per operative brake Dunsmuir and Edgewood.

92. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead, and train may follow, under control, in the manner prescribed by Rule 504.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

93. When a red flag or red lantern is displayed and no person attending signal, trains must be brought to a stop and be preceded by a flagman for a distance of one-half mile.

94. The following whistle signals will govern at unprotected railroad crossings:

One long blast at the proper distance from crossing when approaching same.

Two short blasts after train is stopped and before passing over the crossing.

95. Rules 630 and 663 are amended as follows:

"630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from such a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

A yellow flag must be used by day, and a yellow light by night, in giving hand signals."

"663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signals are given for a train to pass an interlocking signal indicating "stop," trains must be brought to stop and then proceed under control not exceeding six miles per hour, keeping a sharp lookout for open derailers and trains on conflicting routes.

Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any."

96. When delivering ice at points where train is not going to stop, speed must be reduced to 6 miles per hour.

Trains having bundles of papers to discharge at stations other than regular stops, will reduce speed sufficiently to effect delivery without hazard of accident.

SCALES.

120. Track scales shown at following stations are private scales: Coram, Kennet, Keswick.

WATER SUPPLY BETWEEN STATIONS.

¾ mile east of Cantara. ¼ mile east of Grenada.

YARDS.

121. Rules 93 and D-93 are revised as follows:

Within yard limits the main track may be used, protecting against first-class trains.

Trains must approach yard limits and pass through yards under control.

Yards are established at following stations:

GERBER.—Extends from Yard limit board 1000 feet east of East Switch Proberta to Yard limit board 1000 feet west of Wye, Davis line, and 1000 feet west of Wye, Tehama-Roseville line.

RED BLUFF.—Extends from Yard limit board east of Red Bluff to Yard limit board one mile west of West switch Red Bluff.

REDDING.—Extends from Yard limit board east of East switch Redding to Yard limit board west of New California Powder Spur.

Siding at Redding to be used for the meeting and passing of trains will include both the old and new siding, unless otherwise specified in train order.

DUNSMUIR.—Extends from Yard limit board east of East switch Small to Yard limit board west of West switch Castle Crag.

The following will govern in setting brakes in Dunsmuir Yard:

Eastward passenger trains, 3 brakes on the rear, 2 on head end.

Westward passenger trains, 3 brakes on head end, 2 on rear.

Eastward freight trains, 10 brakes east of crossing, 7 brakes west of crossing, 3 brakes on head end.

Westward freight trains, 7 brakes west of crossing, 10 brakes east of crossing, 3 brakes on rear end.

Westward first-class trains will not pass fouling point at first lead switch, west end Dunsmuir Yard, without proceed signal from yardman.

Light engines arriving Dunsmuir Yard from the East desiring to enter roundhouse lead, will sound one short, one long, one short blast of steam whistle for information of switch tender. Thus: O—O.

WEED.—Extends from Yard limit board west of Weed to Yard limit board east of Weed, Dunsmuir Subdivision, and to Yard limit board east of Weed, Weed Subdivision.

Siding at Weed located east of station on opposite side of main track is the siding to be used by trains meeting or passing unless otherwise instructed. Westward trains must stop to clear west switch of this siding when meeting a train, or when train order signal is at stop unless they receive orders or clearance permitting.

Trains at Weed on the Klamath Falls Branch main track will call in flagmen from east with six (6) long blasts of the whistle, and from the west with four (4) long and one (1) short blasts of the whistle.

MONTAGUE.—Extends from Yard limit board west of Montague to Yard limit board east of Montague.

HORNBROOK.—Extends from Yard limit board west of Hornbrook to Yard limit board east of Hornbrook.

ASHLAND.—Extends from Yard limit board west of Ashland to Yard limit board east of Ashland, which is also junction between Shasta and Portland Division.

When two or more passenger trains of the same number, eastbound, arrive, second or following sections will not pass cross-over switch leading to yard at Ashland until signaled to do so by some member of the yardmaster's force.

Not less than five hand brakes must be set on head end of eastward trains after having come to rest in Ashland Yard.

KLAMATH FALLS.—Extends from Yard limit board west of Texum to Yard limit board east of Klamath Falls, and includes Chelsea.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 lbs.
MC-2	4002 to 4016	53	42760 lbs.
MC-4	4017 to 4028	53	43130 lbs.
MC-6	4029 to 4043	53	43230 lbs.
MC-6	4044 to 4048	53	42680 lbs.
MK-2	3200 to 3203, 3205, 3206, 3210, 3211	49	46140 lbs.
MK-4	3216 to 3230, 3232 to 3235	49	45560 lbs.
MM-2	4200 to 4211	56	46300 lbs.
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 lbs.
T-6	2197, 2208	45	24110 lbs.
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 lbs.
TW-2	2946, 2948 to 2953	43	25860 lbs.
TW-4	2926 to 2931	44	26000 lbs.

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with instructions governing speed of trains.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. D. H. Hornor	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. E. J. Cornish	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. Paul Wright	District Surgeon	Sisson	Between Mott and Deetz
Drs. W. E. and F. H. Tebbe	District Surgeons	Weed	Between Deetz, Gazelle and Grass Lake
Dr. G. W. Dwinnell	District Surgeon	Montague	Between Gazelle and Hornbrook
Dr. Chas. Pius	District Surgeon	Montague	
Dr. F. B. Lucas	District Surgeon	Hilt	Between Ager and Siskiyou
Dr. G. O. Jarvis	District Surgeon	Ashland	Between Siskiyou and Talent
Dr. E. A. Woods	Asst. District Surgeon	Ashland	Between Siskiyou and Talent
Dr. F. J. Bailey	District Surgeon	Gerber	Between Red Bluff and Gerber
Dr. W. Gavey	District Surgeon	Red Bluff	Between Red Bluff and Cottonwood
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. G. E. Flora	District Surgeon	Anderson	Between Cottonwood and Girvan
Dr. C. E. Reed	District Surgeon	Redding	Between Girvan and Keswick
Dr. E. Dozier	District Surgeon	Redding	Between Girvan and Keswick
Dr. Alex. Patterson	District Surgeon	Lamoine	Between Grass Lake and Ady
Dr. J. P. Bowman	Asst. District Surgeon	Dorris	Between Delta and Sims
Dr. A. A. Atkinson	District Surgeon	Dorris	Between Grass Lake and Ady
Dr. G. W. Merryman	District Surgeon	Klamath Falls	Between Ady and Klamath Falls
Dr. E. D. Johnson	Asst. District Surgeon	Klamath Falls	Between Ady and Klamath Falls

HOSPITALS:—General Hospital San Francisco, Cal.; S. P. Hospital, Sacramento, Cal.

NOTE:—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeon to attend the injured.

When tramps or other trespassers are injured on the Company's lines they should be turned over to friends or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

Stretchers are located at following stations:

Gerber
Redding
Kennet
Dunsmuir
Sisson
Weed
Montague
Hornbrook
Ashland
Klamath Falls

MILEAGE.

Main Lines.

Gerber to Cal.-Ore. State Line	C. P. Ry.	190.66
Cal.-Ore. State Line to Ashland	O. & C. R. R.	27.61
Total Main Line		218.27

Branch.

Klamath Falls.....C. P. Ry.	Weed to Kirk	127.38
Total Shasta Division		345.65

RATING OF LOCOMOTIVES

(In M's of 1000 Pounds Back of Tender)

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood	Snowdon to Edgewood Edgewood to Hornbrook, Gerber to Dunsmuir	Hornbrook to Snowdon	Dunsmuir to Gerber Single Engine	Dunsmuir to Gerber (Double Hooker Hill)
E-5	E-69 18/24 69	1383, 1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	200	360	760	510	1410	1560
E-24	E-69 18/26 73	1459 to 1463	165	240	420	850	580	1550	1710
T-1	T-63 20/26 112	2235 to 2273	180	410	680	1320	910	2360	2600
T-23	T-63 21/28 144	2301 to 2308, 2310	200	560	900	1730	1210	3100	3410
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	700	1100	2120	1480	3770	4140
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	610	980	1900	1320	3400	3740
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830 (Superheated)	210	800	1260	2380	1670	4190	4610
C-10	C-57 22/30 194-S	2831 to 2857 (Superheated)							
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 (Saturated)	200	690	1100	2100	1470	3720	4090
C-10	C-57 22/30 187	2831 to 2857 (Saturated)							
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	710	1120	2130	1490	3760	4130
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	670	1070	2040	1430	3610	3970
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	190	700	1110	2120	1480	3750	4120
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	660	1060	2030	1420	3600	3960
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	810	1260	2380	1680	4200	4610
C-5	C-57 22/30 185-S	2680 to 2693 ((Superheated)							
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)							
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	690	1100	2100	1470	3730	4100
C-5	C-57 22/30 178	2680 to 2693 (Saturated)							
C-8	C-57 22/30 184	2698 to 2751 (Saturated)							
TW-1	TW-54 22/26 147	2900, 2904, 2905, 2908, 2911 to 2913 (Saturated)	200	580	930	1790	1250	3180	3500
MK-2	MK-57 $23\frac{3}{4}/30$ 206-S	3200 to 3215 (Superheated)	210	930	1470	2780	1950	4910	5400
MK-4	MK-57 $23\frac{3}{4}/30$ 206-S	3216 to 3235 (Superheated)	200	860	1370	2620	1830	4640	5100
MK-5 MK-6	MK-63 26/28 210-S	3236 to 3270 (Superheated)	200	950	1500	2840	2000	5040	5540
MC-2	MC-57 $\frac{2640}{30}$ 394	4000 to 4016 (Saturated)	200	1590	2530	4830	3380	8600	9450
MC-4	MC-57 $\frac{2640}{30}$ 398	4017 to 4028 (Saturated)							
MC-6	MC-57 $\frac{2640}{30}$ 401-S	4029 to 4048 (Superheated)							
P-5	P-77 22/28 141-S	2438 to 2452 (Superheated)	200	....	....	....	....	2840	3140
F-1	F-63 $27\frac{1}{2}/32$ 273-S	3600 to 3652 (Superheated)	200	1160	1830	3150	2430	6100	6700
F-3	F-63 $29\frac{1}{2}/32$ 297-S	3653 to 3667 (Superheated)	200	1320	2180	3930	2760	6960	7650
MM-2	MM-63 $\frac{2538}{28}$ 320	4200 to 4211	200	1130	1830	3510	2450	....	....
T-13	T-57 18/24 66	2109	145	270	440	870	600	....	....
Allowance for Empty and Underloaded Cars	Under 40 M's			3	3	3	3	3	3
	Over 40 M's			0	0	0	0	0	0

TRAINMASTERS.

E. J. KELLUM, ... Dunsmuir, Cal.
G. H. MOORE, ... Klamath Falls, Ore.
H. G. McCARTHY .... Ashland, "

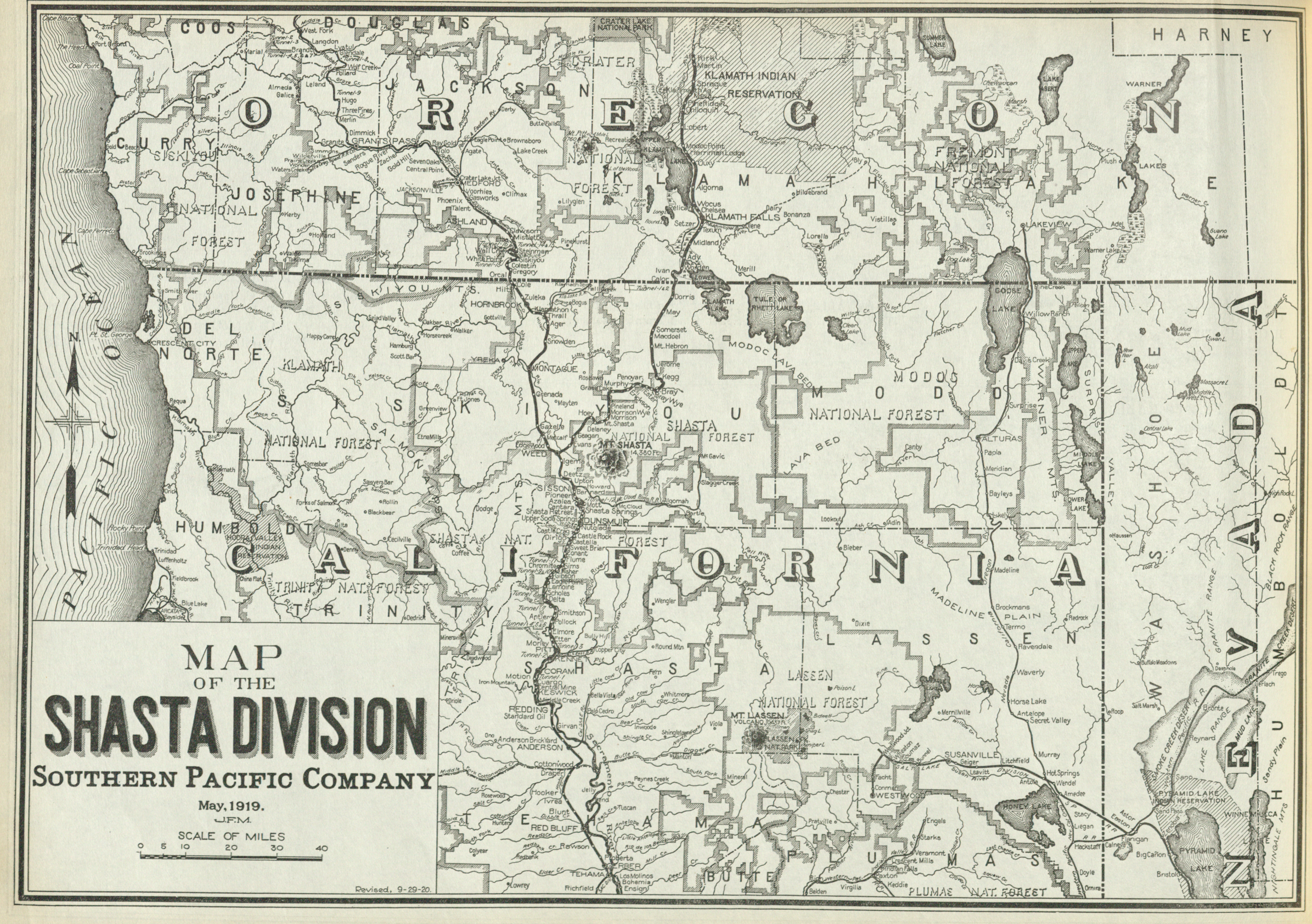
M. A. WALLACE, ... Chief Train Dispatcher .... Dunsmuir
T. F. CUSTER, ... Asst. Chief TrainDispatcher....... "

TRAIN DISPATCHERS—DUNSMUIR.

F. C. Nourse,
A. J. Lebourveau,
H. A. Scott,
G. C. Barton,
P. B. Bell,
C. A. McDaniel,
Wm. Beede.
A. N. Stroud,
L. A. Grubbs,
A. L. Johnson,

J. W. FITZ GERALD,
Superintendent.

H. A. CULP,
Asst. Superintendent.


O R E G O N
C A L I F O R N I A
N E V A D A
PACIFIC OCEAN
COOS
DOUGLAS
JACKSON
CRATER
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
HARNEY
CURRY
JOSEPHINE
SISKIYOU NATIONAL FOREST
CRATER NATIONAL FOREST
KLAMATH
FREMONT NATIONAL FOREST
LAKE
SISKIYOU MTS.
DEL NORTE
KLAMATH NATIONAL FOREST
SISKIYOU
SHASTA NATIONAL FOREST
MODOC NATIONAL FOREST
MODOC
LAVA BED
WARNER MTS.
SURPRISE VALLEY
WASHOE
HUMBOLDT
HOOPA VALLEY INDIAN RESERVATION
TRINITY NAT. FOREST
TRINITY
SHASTA NAT. FOREST
SHASTA
LASSEN
LASSEN NATIONAL FOREST
MT. LASSEN
MADELINE PLAIN
TEHAMA
BUTTE
PLUMAS
PLUMAS NAT. FOREST
PYRAMID LAKE INDIAN RESERVATION
PYRAMID LAKE
MT. SHASTA 14,380 Ft.
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
UPPER KLAMATH LAKE
LOWER KLAMATH LAKE
TULE OR RHETT LAKE
GOOSE LAKE
LAKEVIEW
HORNBROOK
YREKA
MONTAGUE
WEED
SISSON
DUNSMUIR
CASTELLA
KENNETT
KESWICK
REDDING
ANDERSON
RED BLUFF
TEHAMA
GERBER
CRESCENT CITY
EUREKA
ARCATA
ALTURAS
SUSANVILLE
WESTWOOD
HONEY LAKE
WINNEMUCCA
N.

MAP
OF THE
SHASTA DIVISION
SOUTHERN PACIFIC COMPANY

May, 1919.
J.F.M.

SCALE OF MILES
0 5 10 20 30 40

Revised, 9-29-20.